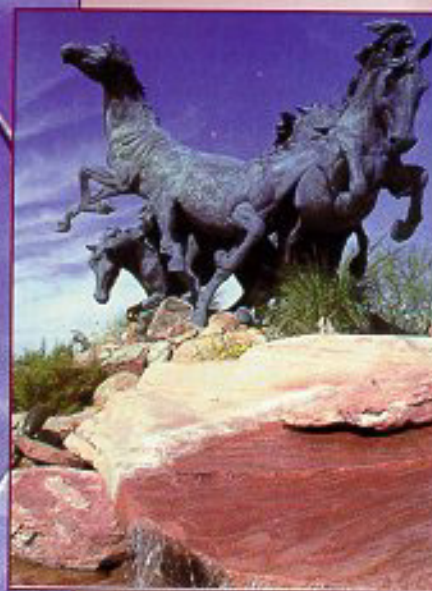


SCOTTSDALE AIRPORT

AIRPORT MASTER PLAN



EXECUTIVE SUMMARY

BACKGROUND

Scottsdale Airport is located in the northeastern portion of the Phoenix Metropolitan Area. The airport is situated between the picturesque McDowell Mountains to the north and Camelback Mountain to the south. The facility is surrounded by a growing commercial and industrial area.

Scottsdale Airport is owned and operated by the City of Scottsdale. It began as Thunderbird II Airfield in the 1940's and was used by the U.S. Army Air Corps to train pilots during World War II. In the 1960's the City of Scottsdale acquired the airport and immediately set about to improve the airport facilities by paving the runway and providing landside facilities. The City has continued to improve the airport by constructing parallel taxiways, installing lighting and landing aids, and improving the landside facilities. In addition, Scottsdale Airport is served by an FAA Airport Traffic Control Tower and an FAA Flight Standards District Office.

In order to provide safe, efficient, economical, and environmentally acceptable air transportation facilities for the future, an airport master plan was undertaken in 1995. The master plan took into account the growth of the north Scottsdale/Phoenix area and projected the demand for additional small aircraft hangar facilities as well as commuter airline service at Scottsdale Airport.

The City of Scottsdale recognized at the beginning of the study that the success of the plan would be enhanced with the input from public and private entities affected by the recommendations of the study. A Planning Advisory Committee was established to seek the direct involvement of airport users, local officials, government representatives, and pri-

vate citizens. The committee met four times during the study to review working papers and discuss the findings and recommendations. Four public information workshops were also held in order to seek input, address concerns, and answer questions raised by citizens in the local area.

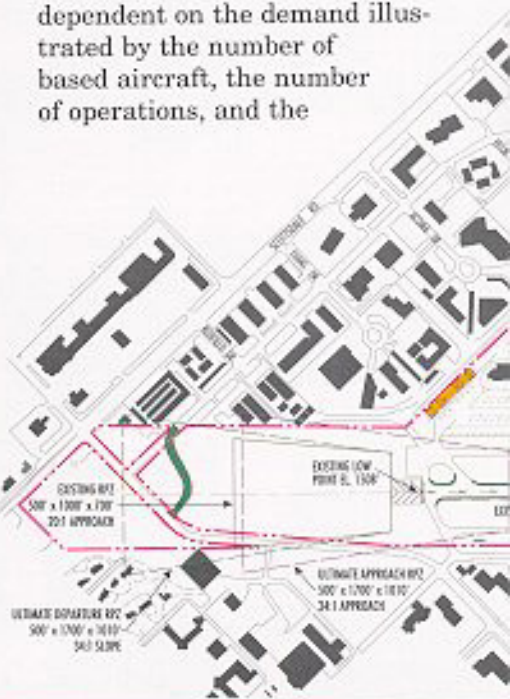
AIRPORT DEVELOPMENT PROGRAM

The proper planning of a facility of any type must consider the demand that may occur in the future. For Scottsdale Airport, this involved reviewing and updating forecasts to identify the potential future aviation demand. Because of the cyclical nature of the economy, it is virtually impossible to predict with certainty year-to-year fluctuations in activity when looking twenty years into the future.

Recognizing this, it was the intent of the City of Scottsdale to develop a Master Plan that was demand-based as opposed to time-based. While it was necessary for scheduling and budgeting purposes to focus on the general timing of airport development, the actual need for facilities is in fact established by levels of activity. These barometers of activity pertain to aircraft operations, numbers of based aircraft, fuel sales, and commuter passenger enplanements (boarding) levels. This system allows the City of Scottsdale to prioritize airport improvements based on the

actual demand for facilities, without invalidating the overall Master Plan. In this manner, the City will be able to change specific development projects in response to unanticipated needs or demand.

Based on the forecasts that were developed for Scottsdale Airport, the Airport's recommended development program emphasizes improvements to and expansion of the landside facilities. This includes the development of additional small aircraft hangar and shade facilities, constructing a new commercial service terminal building, providing additional auto parking facilities, and improving vehicular access in the terminal area. Each of these improvements is dependent on the demand illustrated by the number of based aircraft, the number of operations, and the



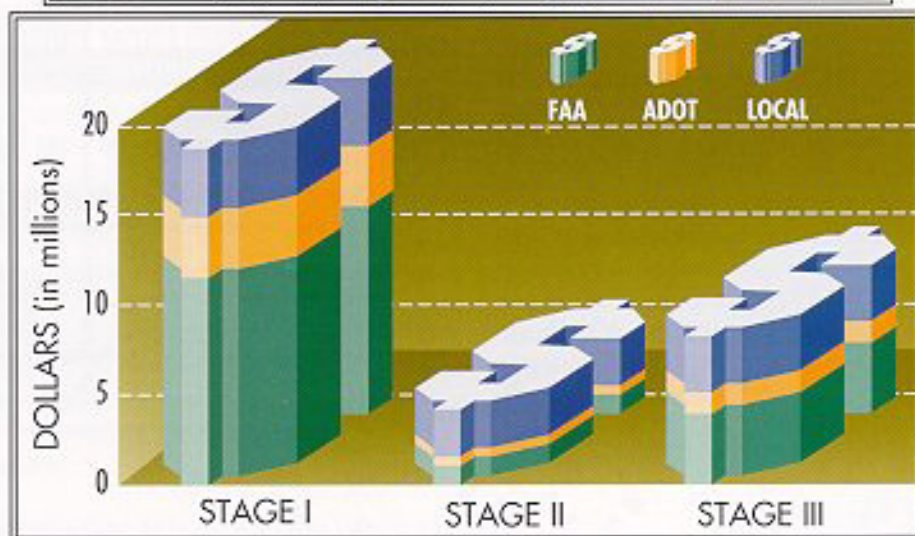
Stage I Improvements (FY 1996-FY 2000)

- | | |
|--|---|
| <ul style="list-style-type: none">• Acquire Land (Thomas, Rey West, Butherus and KeyCor Parcels)• Widen Runway 3-21 to a 100 feet• Relocate Medium Intensity Runway Lights• Replace Runway End Identifier Lights• Construct T-Hangar Area Taxilanes• Access Road Improvements | <ul style="list-style-type: none">• Construct 74 T-Hangar/Shade Units• Extend Bravo Taxiway and Install Medium Intensity Taxiway Lights• Extend Perimeter Road• Construct Aircraft Rescue and Fire Fighting Facility• Construct Airport Maintenance Facility• Pavement Preservations |
|--|---|

DEVELOPMENT FUNDING

Detailed costs were prepared for each development item included in the program. Complete implementation of the plan will take a total financial commitment of \$28.9 million over the twenty-year planning period. Nearly 70 percent of the recommended program funding could be eligible for federal and state grants-in-aid. These grant programs are administered by the Federal Aviation Administration and the Arizona Department of Transportation-Aeronautics Division. Eligible projects can receive over 95 percent funding from the combined programs. The following table depicts the breakdown of federal, state, local, and private funding for the implementation of the Master Plan.

DEVELOPMENT FUNDING SUMMARY				
STAGES	FAA	ADOT	LOCAL	TOTAL
STAGE I	\$10,804,747	\$3,133,770	\$3,519,008	\$17,457,525
STAGE II	\$966,511	\$497,445	\$2,347,444	\$3,811,400
STAGE III	\$3,668,352	\$1,080,074	\$2,930,074	\$7,678,500
TOTAL	\$15,439,610	\$4,711,289	\$8,796,526	\$28,947,425



PLAN DEVELOPMENT AND IMPLEMENTATION

With the airport master plan completed, the most important challenge is implementation. The cost of developing and maintaining aviation facilities is an investment which can yield impressive benefits for the community. In fact, according to an Airport Economic Benefit Study conducted in 1992, the Airport in 1992 had a total economic impact of 1,464 jobs, \$91.9 million in revenue, \$25.2 million in expenditures, \$38.2 million in personal income, and \$4.9 million in tax revenue.

The master plan employs a continuous planning program as a key feature to assist in updating and imple-

menting the plan's recommendations. This plan and associated development program provides the tools airport management will require to meet the challenges of the future.

By providing a safe and efficient facility, Scottsdale Airport will continue to be a valuable asset to the City and the surrounding area.



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